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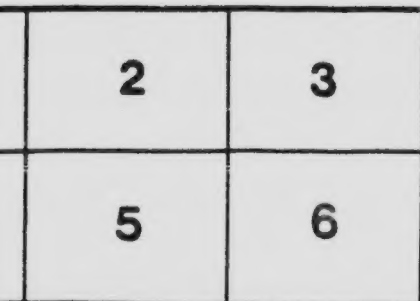
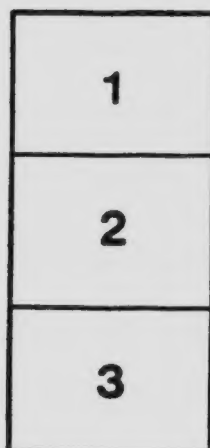
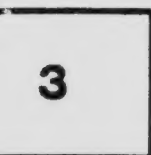
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. Attorney General Bowser's Speech

ON THE

FALSE CREEK AGREEMENT

HON. MR. BOWSER, in presenting by message to the House the bill ratifying certain agreements respecting False Creek, Vancouver, took advantage of the privilege of a minister of the crown to explain the contents of the bill in committee of the whole, prior to the introduction of the measure. He said:

"Mr. Chairman, this is a rather important bill, and perhaps I may be allowed to make a statement explanatory to it, going into its details now rather than waiting for the second reading. My reason for this is that the session is rapidly coming to a close, and while we want this bill to pass, at the same time we do not want unnecessarily to rush it at second reading, and so in order that all the members of the House may have cognizance of the meaning of the bill itself, I will proceed to explain it now.

"It will be necessary for me to trespass on the patience of the House for a short time in explanation of the bill, particularly with regard to the False Creek foreshore transactions. In 1900 the legislature passed an act giving the Lieutenant-Governor-in-Council power to deed the bed of the creek to the city on such terms as he saw fit. The bill originated with a former member of the House, a particular friend of mine, who had been formerly Mayor of Vancouver and a member of this House. I refer to Mr. Garden. In 1902 grants of the bed of the creek were given to the city, both by the Dominion and provincial governments. Practically the same language was employed in both grants, that is, there was a prohibition against the alienation of the lands granted under the authority of the act passed in 1900. In the grant it was stated that the land should only be used for park, industrial or business purposes, and that it might be leased for a term not exceeding forty years to any person or corporation to carry on industrial, manufacturing or business enterprises. In other words, the idea of the Dominion as well as that of the Provincial government was that this grant was to be

given to the city to be held by them in trust for industrial purposes, and in order not to disturb them in any enterprise they might undertake, it was decided to let them lease for forty years. So that a trust was given them, a trust that might be claimed by the humblest citizen, because it was given in that way.

"Two years later the city came to the legislature and asked for an act known as the False Creek Foreshore Act, which was passed with the express intention of permitting the city to raise a large amount of money by bylaws for the purpose of utilizing the bed of False Creek in connection with a large harbor and dock scheme. Nothing was done by the city in connection with this, except to file with the government plans showing such a scheme, but no bylaw was ever submitted. This plan meant the spending of several million dollars, and in order to enable them to carry out the scheme, the False Creek Foreshore Act was amended several times. In 1907 the city entered into an agreement with the Vancouver-Westminster and Yukon Railway Company to utilize certain portions of the bed of False Creek for railway purposes. By this agreement they gave them, I think, sixty-nine acres on the south side of the Creek, in order to allow them and some other railway company, I believe the Northern Pacific, to come in and use it for railway purposes. Nothing was done by the railway company in connection with this agreement, though they were supposed to do certain reclamation works there; but later on the Victoria-Vancouver and Eastern Railway afterwards acquired all the rights of the V. W. & Y. Railway, including this agreement with the city of Vancouver, on which they spent over \$2,000,000 in buying lands bordering upon the Creek so as afterwards to assert riparian rights against the city's grant.

Company Acquired Land.

"The officials of the Great Northern then apparently devised a scheme to obtain the whole of False Creek for the

purposes of their company. Having already acquired the land to the south of the Creek, they proceeded to buy up all the lots surrounding False Creek, so as to get a right-of-way into the city, and also to control the situation and the entry to the tideflats by owning the major portion of the foreshore and all riparian rights of access to water covering the Creek. They wanted to come in to their present terminus on Dupont Street, and in order to do that they proceeded to buy land along the waterfront on the south side of the Creek, and in this way they purchased about ninety per cent of all the lots fronting on both the north and the south shores. This scheme was carried through by a celebrated real estate man, a Mr. Howard, who was loaned to the Great Northern by another company, I think it was the Burlington in the United States. He came and paid a large sum, I think about \$2,000,000. He secured the land, and therefore controlled the entrance to that body of water, and also the land under the water. I am informed by the Great Northern people that they spent over \$2,000,000 on that deal alone, but as to that we have no criticism to offer, as it was managed by shrewd railway operators who knew what they were doing.

"After that they entered into negotiations with the city council to amend the agreement of 1907, and they succeeded. On the 16th May, 1910, the city entered into an agreement, the one which this legislation is now amending and improving, and in June, 1910, a bylaw was carried by the citizens by a large majority approving this agreement. As I have said before the grant contained a provision against the alienation of this land, so that in my opinion there was no power at that stage to pass this bylaw; but there was a great deal of real estate excitement and certain people were anxious to keep it up. It was thought also it might add to the prosperity of the city, which had been very great; and others no doubt thought it would settle this vexed question of the reclamation of False Creek, which had been before the people since 1900. In my opinion, there was no authority for the people to pass this bylaw. It was only a referendum, but it was passed, and those behind it thought that this would enable them to force this government to give the concessions to the railway company contained in the

original agreement. This, I take it, was a very shrewd move on the part of the promoters and the railway company. They thought they could bring such pressure to bear on this government that we would be forced (particularly those of us who occupy positions representative of the city of Vancouver in the legislature and in the cabinet councils of this country) to give them those privileges. It was held by some that it was not necessary to come to the provincial government at all to rectify the grant, but the people who made that statement made it knowing that the agreement they had made set out distinctly in the recitals that it must be rectified by the provincial government."

Government Has Power.

Hon. Mr. Bowser at this point read from the agreement itself where it states that the covenant is subject to rectification both by the Dominion and Provincial governments.

"So that I think you will agree," he continued, "that this removes for all time to come the criticism levelled at this government, and particularly against myself, that I was not carrying out the wishes of the people, that they had no right to come here, and that the Dominion government alone had to rectify the grant. This recital shows clearly that those who drew the agreement felt that they must come to the province for the rectification of their grant. The agreement stated plainly 'that should the city be unable within two years to have the restrictions of the Dominion and the provincial governments removed, this agreement shall be null and void.'

"What clearer proof do you want that their arguments are unfounded, when under the seal of the city it states distinctly that the railway company will not make a single move until their agreement is rectified by this government? I want again to make the statement that I have made before, that this government owned and controlled the situation in False Creek, because it was vested in the province rather than the Dominion, and the city officials and the railway company have always recognized that, as you can see by reading this agreement, because the last clause recites that 'if the restrictions are not removed within two years the agreement shall be null and void.'

"The next point to which I wish to refer is the fact that at the time I gave my opinion on the matter, and I may say that I held very strong views personally that this was not such a scheme of reclamation of False Creek as was anticipated, as under the False Creek Foreshore Act, the property reclaimed, was to belong to the city, but under the city agreement the larger and more valuable portion was to go to the railway company. And after the bylaw was passed and the agreement approved by a very large majority, it was for the government to do its duty in this direction, because after the railway company came to the government and stated that they had spent two millions in buying lots abutting on the Creek, we wanted to put no obstacles in the way of progress, but to assist capital to come into the country, and to encourage the entrance of the Great Northern as well as other railway companies. We had before us, particularly before myself and my colleagues from the city of Vancouver, the fact that this bylaw had been carried by a vote of four to one, and as I said before, I think the only reason for passing the bylaw was to bring pressure upon the government to pass the agreement, an agreement which I thought, and still think, was an unwise agreement for the city to enter into.

Have Received More Than Ever.

"The agreement has now been modified, and I would ask how it comes that if the Great Northern had given all the privileges they could give to the city, that they modified it, and now give us greater than we have before. (Applause.) After the agreement was passed it was found that there were certain lot owners owning riparian rights on False Creek, and these rights had to be extinguished before the company could proceed to fill in the Creek. They found they must get rid of a small minority of owners who had rights on the Creek, and they came to the conclusion that the easiest way was to come to the government and laying their plans before us, get us to allow the city to expropriate under the Foreshore Act. I, of course, held strong views on this matter, but from my position, it was my duty to advise my colleagues, and having done so I received the most unjust criticism from some of those in Vancouver who were

interested in connection with the original agreement. I felt then as I feel now, that in this, as in other matters, I have attempted as well as my ability will allow to advise my colleagues to the best advantage. It may be that some excited people, led by false prophets, foresaw my political ruin; but if the time should come when I go down to defeat in Vancouver, and I feel it will be many years in the dim and distant future before that occurs." (Applause.) "I still propose to follow the course I have laid down, to be honest in my convictions, and to speak accordingly, and so I advised as I did." (Applause.)

MR. BREWSTER: "This seems to be a somewhat extraordinary procedure. The honorable gentleman is making a speech in committee on a bill introduced by message, rather than going through the usual procedure, and speaking on second reading, he is leaving the beaten path and making a stump speech. No one knows what he is talking about except himself, as no one else has had an opportunity to see the bill."

HON. MR. BOWSER: "I have a perfect right to explain my bill at this stage, and I am doing it to save time, and incidentally to educate the member for Alberni. I am only doing this by way of explanation, and if my explanation disturbs the member for Alberni, I cannot help it."

MR. BREWSTER said it did nothurt him, but he did claim that it was out of the ordinary, as members were entitled to have an opportunity to reply.

MR. HAWTHORNTHWAITHE also asked if members would be given an opportunity to reply?

HON. MR. BOWSER assured them that all would have a chance of speaking on the second reading, and at later stages of the bill.

Legal Opinions Obtained.

"I did not wish," he continued, "to give my own judgment on this matter, and so I obtained the advice of four of the best men I could get in Canada. I placed it before Mr. Wallace Nesbitt, K. C., Mr. Shepley of Toronto, another well-known lawyer, and Mr. Bodwell and Mr. MacLean in this province, and they all agree that this was not such a plan as we could assent to under the False Creek Act, and therefore was not one to which the Lieutenant-Governor-in-Council was prepared to assent. I

may say that after this Mr. Gilman, second vice-president of the Great Northern, and Mr. A. H. MacNeill, K.C., their solicitor, agreed with this opinion, and we also had Mr. Hay, the city solicitor in Vancouver, in a public utterance saying that the government could not have done other than they did when they refused assent to this agreement under the False Creek Act.

"When the railway company found they could not expropriate these lots in this way, they proceeded to file a new plan under the Railway Act, so that where they could not buy outright their interests, they could expropriate. This is what they should have done in the first place, rather than to make an illegal use of certain sections of the False Creek Act. The city followed this up by asking the Dominion Government to rectify their grants. When the matter came before the Dominion Government it took a very short time for them to rectify the grant. Notwithstanding the section in the original grant against alienation, with a stroke of the pen they wiped out the old thing, and gave to the V. V. & E. Railway Company this 130 acres of the bed of False Creek. They had told this government and they had told me that we must rectify this grant, and though Ottawa had no such popular pressure brought upon them as we had, by some political influence they rectified it at once, and gave away the whole bed of False Creek. But we are not doing things in this way. We are still keeping the 120 acres in False Creek, knowing that they cannot alienate it except on a lease of forty years. Those who stood behind the plan stated that because the Dominion Government had done this, the V. V. & E. would not come to this government at all, and operation within thirty days. Since this statement was made by these prophetic politicians, there have been many thirty days elapsed, but nothing has been done, and we have had the V. V. & E. come here and negotiate with the government as we have always taken the ground that the Dominion Government did not own the bed of the creek at all. We took the ground that unless before Confederation it had been used for harbor purposes, that the flukes of ships' anchors had been cast there and goods landed on the foreshore, they had no control, and that if this condition

had not existed prior to 1871, this government alone was competent to deal with this question. Therefore, the men who are handling this agreement for the V. V. & E. instead of proceeding as these reckless politicians said they would under the Dominion Government grant, have not done a bit of reclamation work, but have come to this government to have the agreement rectified. I have shown you plainly that this government felt that they had something to rectify, and without its rectification the V. V. & E. would not spend a single dollar under its agreement with the city. In this connection we have dealt with many of the officials of the company, leading men with whom we have had no trouble. When they found that this government was standing on its rights, they felt that they were dealing with business men, rather than with politicians, who were willing to give away the rights of the city. (Applause).

People's Interests Looked After.

"As a consequence we have in this bill a modification of that agreement. We had against us the fact that the V. V. & E. had already spent \$2,000,000 in purchasing land; we had the vote of the people who had become disgusted with conditions, and passed the bylaw by a large majority; then we had this action of the Dominion Government which had given away the whole bed of False Creek, instead of reserving it as a valuable asset to the city. But this government stood up for the people's interests, and determined to protect them from the provisions of this bill, and the officials who had made such an imprudent bargain, and so we have today in the schedules of this act an agreement which greatly improves the original agreement with regard to False Creek.

"I will detain you for a few minutes while I show the difference between the agreement entered into with the city and the agreement entered into with the Crown as represented by the Government of British Columbia. In the first place the railway company absolutely covenants within five years to spend half a million dollars in building a union station. It may be claimed by some that this was in the original agreement, but I have only to read the original agreement to show you that this is not so. In the first place,

the agreement only called for reclamation and improvements which were to be carried on for five years, but in the next words states that the whole cost of the reclamation, station and improvements must not exceed \$2,500,000. I have already shown you that in purchasing lots the railroad company has already spent \$2,000,000. In addition to this they have already filled in a portion of the creek by making a large cut in the east end of the city, and with all these taken in, with a station, the whole to only cost \$2,500,000 you will see that there is no covenant that they are to build any station at all. That has already been pointed out before, but in the heat of an election contest the people paid no attention to it, yet I defy anyone to contravert my statement that there was nothing in that covenant to show that a railway station will be built. When the company come to us we say to them, 'We don't want clauses drawn up in that way, and you must put in a clause that this station will be built and will cost a half million dollars. We don't care what you have spent on land and reclamation, the people demand a union station, and it must be built.'

"We have also an agreement that any other railway companies coming into the province may have free right of access to this passenger station. It will be argued again that this was in the original agreement. I would point out that under the original agreement the railway commission was to fix the amount to be charged in cases of dispute; in this agreement the Lieutenant-Governor-in-Council fixes it. Under the original agreement the railway commission was to fix the amounts to be charged the companies on the basis of the actual cost of construction of the station and improvements, as well as all the property they had purchased surrounding the creek, always keeping in mind the fact that the company must have a fair interest on their whole investment, including the purchase of real estate around False Creek. What have other railway companies to do with land purchased by this railway company at enhanced real estate prices? What do they get if they have to pay for money spent in buying town lots? On the other hand, what does our agreement do? We say you must allow these companies to come in on a yearly rent to be based upon

five per cent. on one half million dollars, which is \$25,000 a year according to its use proportion on a car basis, that is according to the proportion of that particular railroad company's cars going in every year as compared with the whole number going in. For example, if the Chicago, Milwaukee & St. Paul come into this station and bring in ten cars a day, and one hundred cars come in altogether, they pay one-tenth—that is their proportion. In other words, if the full number of the cars going in was one hundred, the C. M. & St. P. would pay one-tenth of that amount worked out on five per cent. of the cost of the station. I make this statement knowing that had we adopted the original agreement as it stood it would have left the other companies in such a position that they might not have been able to come in at all and the V. V. & E. could if they liked have kept this station to themselves. The rental would have been prohibitive. But we come in and we put it on the statute books that any competing railway company can come in under the terms of this contract, which means that three or four competing railways will come into this union station instead of one.

First Agreement Defective.

"Another question I wish to refer to is that this agreement with the city is silent on the question of freight. Now what is the use of striving to build up a railway centre if we are going to allow our city to be handed over to two railroad companies. What the C. P. R. does not own of our waterfrontage on the Inlet is owned by the Great Northern. After the C. P. R. had acquired most of the available waterfrontage on Burrard Inlet this same Great Northern comes along and after acquiring the waterfront on the south of False Creek has purchased ninety per cent. of that on the north shore, thus completely bottling up and controlling False Creek. And so, had this agreement been left as it was the city would have been effectually tied up like San Francisco, which for years had only one railway, and we should have only had two. It meant that when all the waterfront had been tied up, no other railway company would have access to it. That is what this agreement with the city meant, but we said 'you must go further and allow all other rail-

roads to come into your station on False Creek with their freight.' Then came the fight between this railway company and the government. They said 'What have we spent all this money for, What have we to show for it if you are going to wipe it all out—, for the good judgment and business acumen we have displayed? If you are going to wipe it all out and bring in the Chicago, Milwaukee & St. Paul, the Northern Pacific, the Canadian Northern Pacific and the Grand Trunk Pacific on these terms?' But we were acting not for the Great Northern Company, but for the people of this province—and particularly for the people of the City of Vancouver. (Applause). We said 'You must make the agreement that every railway that comes in can come into your freight yards situated contiguous to your terminals.' The result was that they had to give in. Those people in Vancouver who criticized me will no doubt claim that they had a good agreement, but they had the whole foresnore controlled on False Creek and Burrard Inlet by these railway companies, and notwithstanding the hostile criticism we had to face we stood, as we have always stood, for the people, whatever might happen, and so we have secured an agreement which throws this union station and their freight yards open to the freight of the world. Section two provides that 'The railway company are to have their freight terminals on the north side of the creek, near the station.' They now agree with us that they will handle on a switching rate every car of freight coming from another road over their tracks to their freight yards and to the warehouses both in and out. They also agree that any elevator, manufactory or warehouse to which they have put in a siding will have the right to make the Great Northern provide on a switching basis to bring in any carload consigned to them, or to the roadways leading to the streets of Vancouver where their freight may be transhipped by drays. You can all see what this means to the other competing railway companies of America and what it means to the men in Vancouver who have capital invested in any of these industries. They also further agree that there is a certain class of freight known in railway parlance as L. C. L. (less than carload lots) and they have agreed

that they will switch in these cars to their freight sheds and through their freight sheds to the right-of-way that leads to the city, so that the other railway companies have the advantage of everything done by the Great Northern Railway Company before they come in.

Entry for Other Roads.

'For these services there is no price fixed. That is left to the railway commission, a splendid body which occupies a high position in the commercial life of Canada. They have already laid down a switching rate by which these cars can be taken from one railway company for another. If it is found in some cases that the matter has not been adjusted by the railway commission, we have made a provision that it can be referred to the Lieutenant-Governor-in-Council, so that it can be settled at once, and valuable time can be saved to the railway companies who wish to have their freight come in on this agreement.

Under the old agreement nothing was specified as to a station and a mere shack would do, but under this agreement they must spend half a million dollars on a station. In the city's agreement entrance to the station meant nothing but we have shown it on a basis that can be understood by any business man exactly what can be done. We have also shown you on what terms they can bring in freight, and there is no man with the interest of the Province or the city at heart who can stand up now and say that this Government did wrong when it stood up for the rights of the people in this agreement. (Applause) In the old agreement there was not a single syllable about handling freight of other companies. They were getting a bargain and shutting up 130 acres and no one could come in there but the V. V. & E.

But I am not through yet. On the south side of the creek there are sixty-nine acres through which their present tracks runs, and it also contains some most valuable property for warehouse sites. We asked them, 'What are you going to do with that?' They say in a vague sort of way, 'We are going to use that later on.' This agreement with the city only calls for freight sheds and terminals adequate to their own business, which means nothing. We said, 'What are you going to do with

the land to the south of the creek? They said, 'We will put up freight sheds adequate to the business,' but we said, 'Other companies want to come in there,' and finally they agreed that any company that does not want to handle their freight on the north side of the creek, may build their own lines on the south side. Not only that, but they allow the patrons of these other railway companies who may wish to build factories or elevators, space on the south side of the creek for that purpose.

"The land is to be rented on such terms as we may fix in Victoria, so that they can have their own sheds on the south side. They can also take their freight over their own rails into Vancouver. It is true it is only a temporary freight-shed that is provided for, but it is meant to give the other railway companies a chance to come into Vancouver and exploit their business. If the V. V. & E. Co. require it for their own business or for their own patrons they can give notice to the elevator company to move within a year, so that the company can leave and take up quarters in some other portion of the city. The railway company can only do this if they require the land themselves and the railway commission may come in and say to the V. V. & E., 'This land on the south side of the creek is needed for other companies, we can expropriate it, but even if not, we have given another entry to other railways on the south side of the creek.' So we have given this right by a clause in the agreement which I know will be thoroughly appreciated.

Flat Must Be Filled Up.

"There are only three other sections I wish to refer to. The first is with regard to the filling in of the bed of the creek. Of course the people of Vancouver expect that the creek will be filled in right up to the city's portion, but there is nothing in the agreement to compel the railway company to do it. So we said to them when they came here, 'When are you going to fill in the whole of False Creek?' and they say in the old agreement that they will fill in sufficient to give them freight and passenger terminus. So that if it is only ten acres, they will be able to hold up 120 acres for speculative purposes, or leave it for the tide to ebb and flow

over. We said, 'You must go further, and agree that the whole 130 acres must be made land within five years, and not done you will do so on receiving six months' notice from the Governor-in-Council.'

"Now you see what a valuable addition to the agreement we have. There is a modification that must sound well to those who are really interested in Vancouver's welfare. There is another thing we have a little to say about, and that was about the roundhouses of the Great Northern. We thought that when they were coming into Vancouver and receiving the valuable business of that city, they should at least do something for the workmen of Vancouver, so that the people will know that their terminals should be on the banks of False Creek. We said, 'Your shops being situated at Everett is not good enough. We want you to go further and have you build roundhouses in Vancouver, and settle beyond question that it is your terminal in this Province, and instead of taking your lame ducks of engines to Everett, you shall take them to your shops at Vancouver,' and so we have this clause in the agreement, that the company must build roundhouses to provide for storage and repairs, costing not less than \$25,000. The sum, it is true, does not seem to be much, but it is the principle that we have located these works in the city on the very ground that they received from the city, that is so valuable.

Most Important Clause.

"The most important clause in the whole agreement is the last. I must apologize in taking the time that I have but it is only because of the adverse criticism that we have received from certain people in Vancouver, that I have taken the pains I have today to place the whole matter squarely before the people in this way. Who was it made that first agreement with the city of Vancouver? It was a company known as the V. V. & E., a subsidiary company to the Great Northern, a company that has a certain amount of road-bed in this Province, not very much it is true, and one of the principal complaints of the opponents of this old agreement was that all they had was the V. V. & E. Railway Company behind it. And yet this company takes it upon itself to say that they will

not spend a single dollar till they have a new grant from the Dominion and Provincial governments; not until they receive a grant in free simple from the City of Vancouver, will they spend a single dollar in its development. The covenant of this company may be good today and useless tomorrow, but if they obtained the grant they might do nothing further. I do not say they would not do it, but I say it was not business. They could go tomorrow, and at once sell all their lands to other railway companies, or to any member of this House. Or suppose they were merged with other railway companies, in what position would the city be then? But the city said it is the best we can get; we can get nothing better; but we have got something better. We have shown the people that this Government could make a better bargain than the City of Vancouver, and we have in this agreement the covenant of the Great Northern Railway Company, that very railway company that controls this company, to carry out every item of the agreement, and so I am proud to state we have today behind this agreement what we never had before, namely, the whole system of the Great Northern Railway Company, one of the greatest companies that runs across the American continent. (Applause.)

"I want to read to you something that shows exactly the stand we took. It was said in the municipal elections in Vancouver that having got a grant from the Dominion government, that was all that was necessary; but the solicitors of the V. V. & E. evidently did not think so. Look at section 4, and it will show you what they think of our powers, and it will show you that we have always been as friendly to them as to other companies that have large interests in this Province, and when they asked us to put a section in the bill to protect their rights, we did so, so clause 4 says:—

"It is hereby declared that agreement C is and has been from the making thereof a good, valid, and binding contract between the parties thereto, on the terms therein contained." Showing clearly that the V. V. & E. had very grave doubts about the legality of the original agreement made by the city council, bearing out my statement that I have never considered that the council had the right to put before the

people, except as a referendum, the original bylaw. And the representatives of that company, able, legal men, come and express themselves as of the same opinion. Why should they put this section in the bill, if the original agreement was binding on the people?

"Now, I want to point out in this agreement one hundred and thirty acres are left to the city, and there are a few lots left near Westminster Avenue bridge which it will be necessary for the city to acquire in order to gain access to this land in the centre of the creek, so that it will be necessary to bring down another bill, to be known as the False Creek Reclamation Act to allow the city to expropriate these thirteen lots and take the riparian rights leading to their own land, the 130 acres now covered by water, so that if they wish to go forward with some scheme of their own they will have power to do so. I also wish to point out that in our agreement we protect the rights of all riparian owners on the creek.

"I must apologize for taking up the time of the House, but men in public life are often subject to unjustifiable criticism, and the Government has been so in this particular case. It is easy to talk and write newspaper articles when you have the people behind you, and are backed by a popular majority, but when a Government stands up against all this for the rights of the people, it shows of what metal it is made. (Applause.) I have been challenged with standing in the way of the progress of the city. One paper went so far as to say that I had set the city five years back by my opposition to that agreement, but I am willing to leave it to the city, I leave it to my own people to say whether I have not stood by their interests in this agreement. We now have the Great Northern covenant and we have improved and modified the agreement in many ways, and I think the people of Vancouver will say that notwithstanding all hysterical criticism, notwithstanding all that might be unpopular, we have again shown in our regard for the people's interest, that what we first considered was not the interests of corporations, but the interest of the people at large, and in every piece of legislation we have brought down we have always stood for the public interest as against the interest of corporations." (Applause.)

This has been photostated

